The Member then urged that the following works be taken up by the Government :—

(1) The village road from the 110th mile-stone in the Kottayam–Muvattupuzha road to the Nizhur temple should be repaired, extended to the 3rd mile stone on the Talayolaparampu-Kuttattukulam road and rendered cartable. The people would hand over the necessary lands free. The village road of Kattampakkal had almost disappeared, a portion thereof having been registered away. The Member requested that that road might be improved without delay.

(2) The canal between Kattampakkal and Nizhur, which had silted up, should be restored to its former condition.

(3) Mekkara Puttan canal in Kulasekharamangalam was another canal which was in urgent need of repair in the interests of agriculture.

(4) (*a*) The Mattu *thodu* between Chempil and Kulasekharamangalam ; (*b*) the canal south of Turuttummel *kari* ; (*c*) Valliyilthodu between Ullala and Talayazham ; and (*d*) Anchumana *thodu* between Idayazham and Kudavechur should be urgently restored.

(5) A cartable road from Vaikam to Kumarakam *via* Vechur should be constructed, and the Vaikam-Vechur road should be raised, widened and converted into a cartable road.

(6) A canal between Kadappur and Kanakkarichira, connecting the Kattachira canal with the Manjur-Nindur canal, should be opened.

President's reply.—You referred to the construction of a canal between Kadappur and Kanakkarichira. The Chief Engineer says that there are difficulties in the way, and that the work will require to be investigated. An investigation will be ordered. Regarding the construction of a cartable road from Vaikam to Kumarakam, the portion from Vaikam to Vechur will be taken up first, next year. As regards the widening and deepening of the canal between Kattampakkal and Nizhur, the cost was once estimated at Rs. 20,000. This was the estimate drawn up a long time ago ; and now the cost must be greater. The whole work has to be done afresh. The matter will be considered.

All the other drainage canals mentioned in the representation are minor works and estimates will be called for in respect of them. You referred to the Puttan *thodu* bridge. The matter will be looked into. You suggested the repair of the road from the 110th mile-stone of the Kottayam-Muvattupuzha road to the Nizhur temple. That will also be considered. You say that the people are willing to give the necessary lands for this road. The promise is noted. All the other matters mentioned in the representation will also receive the attention of Government.

69. Improvement of means of communiction in North Travancore.

Mr. Narayanan Narayanan (Member, Kottayam taluk) observed that the fact could not be ignored that, in the matter of facility of communication, the people of South Travancore, with its Kodayar works and substantial minor irrigation works, were better off than those of North Travancore. Of the 2,646 miles of main road in the State, 1,030 miles were in South Travancore. The Member requested that the following works be undertaken by Government :—

(1) A railway line should be opened from Kottarakara to Alwaye through Kottayam.

(2) More money should be sanctioned and spent on communications.

(3) The boats running between Kottayam and Alleppey and between Changanachery and Alleppey should be made to stop at the different boat jetties on the way and take in passengers. It should also be made a rule that the boats which plied between Alleppey and Quilon and between Alleppey and Cochin should await their arrival.

(4) The time-table of the S. I. R. should be so changed as to admit of one more train service between Quilon and Trivandrum or Kottarakara and Trivandrum between 8 and 10 A. M. in the morning.

(5) A cartable bridge should be constructed at the Illikkal crossing, Kottayam.

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(6) A cartable road should be constructed from Kottayam to Alleppey through Kumarakam and a canal should be opened alongside of it. Several of the former Chief Engineers of the State recognised the importance of such a road. Sir P. Rajagopalachariar himself had that idea in mind when he permitted the reclamation of the Vembanad lake for purposes of cultivation. The money realised from the auction of the 3rd portion of the Vembanad lake should be ear-marked for that purpose.

(7) The Kumarakam road should be improved. A road from Vechur to Kumarakam should be constructed and connected with the Kottayam-Kumarakam road.

(8) A road should be constructrd to connect Olassa and Tiruvarpu.

(9) A six-feet trace should be cut from Kodayampadikkal to Kallumkaltara.

(10) Another road from Kumarakam Vadakkumkara to Muttantekon should be opened alongside of the Vembanad lake.

(11) A foot-bridge should be put up across the market canal at Kumarakam.

The Member also prayed that contracts in the Public Works Department be given to Co-operative Societies. He observed that, if cocoanut trees were planted along the Kottayam-Kumarakam road, a good revenue could be realised.

President's reply.—Your remarks regarding the planting of avenue trees and giving contracts to Co-operative Societies are noted. You want a proper path from Kodayampadikkal to Kallunkaltara. The matter will be looked into. An investigation for a new road from Vadakkumkara to Muttantekon will be made. Then you want another train service from Kottarakara to Trivandrum. The matter will be considered. Regarding the construction of a foot-bridge across the Kumarakam market canal, an estimate will be called for. An estimate has been sanctioned for a foot-bridge at Illikkal. This will be revised and funds will be provided for a cart-bridge in the budget for 1100. As regards the road from Kumarakam to Vaikam, I have already stated, in reply to a previous representation, that as a first step the road from Vaikam to Vechur will be taken up. As regards the road from Kottayam to Muttantekon at Kumarakam, survey and land plans are being prepared, and after they are received, the matter will be considered. Your other representations are also noted for consideration.

70. Deepening and enlarging the Palace and market landings at Kottayam.

Mr. Chandi Mani (Member, Trading Classes, Kottoyam) in the course of his speech observed that Kottayam was one of the most important centres of trade in the State, and that it was a place through which rubber, tea, pepper and other products of the hilly districts of Travancore were transported to Cochin, Alleppey, etc. It should, however, be confessed that the town sadly sufferred from lack of facilities for the promotion of trade. Its most important landing place was the Cutcherry Kadavu, where innumerable boats assembled every day to load and unload goods. The Member said that it was highly necessary to extend the area of the landing, to deepen the basin and to illuminate the landing at night.

The road from Cutcherry Kadavu to the market was in a very bad condition and the Member pointed out the need for its improvement. He also requested that the market landing might be improved.

President's reply.—In regard to the market landing, let me tell you that a sum of Rs. 3,994 has been already spent to improve and extend it. As regards the Palace landing and Cutcherry Kadavu a sum of Rs. 2,000 has been sanctioned for improving the same. You say that the basin has to be deepened. It will be improved and cleared of silt. There are two more landing places in your town. The Chief Engineer says that these four landing places will do for the present, and that, if more are wanted, the Municipal Council may consider the question and send up proposals to the Government. Then you want that the gradients of the portion of the road leading to the Cutcherry landing should be eased. All that is feasible has been already done.

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